

## **ARTICLE VI**

### **DESIGN STANDARDS FOR THE LAYOUT OF SUBDIVISIONS**

#### **SECTION 6.0 STREETS**

- A. Conformity to comprehensive plan and/or official map: whenever a tract of land to be subdivided or resubdivided includes any part of, or is adjacent to, a proposed arterial or collector street as designated on the comprehensive plan and/or the official map, the subdivider shall meet with the planning commission to determine its compliance (e.g., right-of-way width for future widening and pavement widths) and resulting design requirements, of such locations, otherwise such street right-of-way shall be platted by the subdivider in the exact location so designated and at the width indicated in these regulations.
- B. Street Extension:
  - 1. Existing Streets: the arrangement of streets in new subdivisions shall make provision for the proper continuation of existing streets in adjoining areas, unless determined otherwise by the planning commission, or its engineer.
  - 2. Adjacent Property: where adjoining areas are not subdivided and are appropriate for future subdivision, arrangement of streets in new subdivisions shall make provision for the proper projection of streets to those adjoining areas in a manner which shall provide for the practical development of the adjacent property.
  - 3. Half Streets: dedication of one-half (1/2) of the rights-of-way (half streets) for streets proposed along the boundaries of land to be subdivided, shall be prohibited.
- C. Street Classification and Function:
  - 1. Arterial Streets: Arterial streets should be planned so as to provide for the smooth flow of traffic between points of heavy traffic generation and from one section of the community or communities to another. Such arterial streets should not traverse the entire community or communities. Arterial streets should not bisect neighborhoods but should act as boundaries between such neighborhoods. Direct access onto the roadway from abutting properties shall be discouraged.

2. **Collector Streets:** Collector streets should be designed to provide a traffic route from subcollector streets to arterial streets. These streets should be designed to carry traffic which has an origin or destination within the neighborhood and between arterial streets. Said streets shall be designed in such a manner to discourage "short cuts" through the neighborhood. Direct access to abutting property should be discouraged whenever possible.
  3. **Subcollector Streets:** Subcollector streets shall be designed to provide a traffic route from local streets to collector streets. Said streets will serve equally both traffic movement and abutting properties.
  4. **Local Streets, including Cul-de-sacs and courts:** Local streets shall provide direct and full access to each lot and direct traffic movement to another local street or to a subcollector street. Said streets shall be laid out so that their use by through traffic will be discouraged. Local street intersections with arterial streets shall be discouraged, wherever practical.
  5. **Frontage Roads:** Frontage roads may be required along an existing or proposed arterial street to provide access to lots along such streets.
  6. **Alleys:** Where alleys are to be provided (e.g., in the case of certain commercial development), they shall be designed to provide only secondary access.
- D. **Street Rights-of-Way:**
1. **Widths and grades of new streets:** Street right-of-way widths and grades shall conform to the following minimum requirements:

**TABLE 1**

**STREET RIGHTS-OF-WAY WIDTH AND GRADE REQUIREMENTS**

TYPE OF STREET	MINIMUM RIGHT-OF-WAY WIDTH (IN FEET) ***	GRADES BY PERCENT	
		MAX.	MIN.
ARTERIAL*	60	7	.5
COLLECTOR	60	10	.5
SUBCOLLECTOR	50	12	.8
LOCAL (INCLUDING CUL-DE-SACS)			

Residential	50	12	.8
Commercial and Industrial Areas	60	10	.8
COURTS	50	12	.8
FRONTAGE ROAD	**	**	**
ALLEYS	20	10	.5

\* Arterial streets shall be based on current design standards and other pertinent requirements of the Kentucky Department of Transportation and the official Comprehensive Plan, as adopted.

\*\* Requirements will vary for a frontage road depending on whether the street would serve as a Local, Subcollector or Collector type street and as such would be designed in accordance with the respective requirements of said streets.

\*\*\* Except as may be permitted in Table 3 of these regulations.

2. Existing Streets: Existing rights - of - way (i.e., public or private) and widths shall be determined from existing deeds or lots of record and other statutes or agencies establishing such widths. Subdivisions platted along existing streets shall dedicate additional right-of-way, if necessary, to meet the minimum street width requirements set forth in Section 6.0, Subsection D (1) of these regulations. Such dedication shall be in accordance with the following:

- a. At least the minimum right-of-way width shall be dedicated where the subdivision is on both sides of an existing street.
- b. When the subdivision is located on only one side of an existing street, one-half (1/2) of the required right-of-way width, measured from the centerline of the right-of-way, shall be dedicated. However, the owner or owners of such property shall not be required to dedicate more than one-half (1/2) of the required rights-of-way width.

E. Curves and Sight Distance Criteria:

1. Horizontal Curve: When there is a change in the alignment of a street along the centerline, a curve with a radius adequate to insure safe sight distance shall be constructed. The minimum radii of curves shall be:

## STREET TYPE

## MINIMUM CURVE RADIUS

Arterial	*500 feet
Collector	400 feet
Local or Subcollector	100 feet

2. Sight Distance: Minimum sight distance shall be as required on Tables 2a, 2b, and 2c.
  3. Reverse Curves: A tangent of at least two hundred (200) feet for collector streets, shall be provided between reverse curves. No tangent shall be required for local and subcollector streets.
  4. Vertical Curves: The minimum vertical curve length required shall be calculated by multiplying the algebraic difference in grades times a "K" factor. Rounded "K" factors for local and subcollector and collector streets are as follows:
 

Local	--	K=15 for crest curves
and		
Subcollector	--	K=15 for sag curves
Collector	--	K=30 for crest curves
		K=35 for sag curves
- \* Design of arterial streets shall be based on current standards of the Kentucky Department of Transportation.
- F. Cul-De-Sac and Dead-End Streets: Cul-de-sacs and dead-end streets designed to be dead-end permanently, shall not be longer than 1,200 feet, unless local topographic or other physical conditions are such as to render these provisions impracticable.
- G. Street Names and House Numbers:
1. Duplication: The name of a new street shall not duplicate existing or platted street names in the county, or approximate such names in spelling, or sound or pronunciation, or by the use of alternate prefixes such as "North", "South", or such suffixes as "Lane", "Way", "Drive", "Court", "Avenue", "Street", etc.
  2. Continuation of Streets: New street names shall bear the same name of any continuation of, or when in alignment with, an existing or platted street, wherever practicable.

3. Street Names: All street names shall be approved and/or reserved by the planning commission, prior to approval of Improvement Drawings and Specifications.
4. Addressing: Street addressing for building development may be assigned by the planning commission's representative. Where improvements are not proposed or required, such addressing shall be assigned prior to approval of a final plat or conveyance plat.

H. Alleys:

1. Alleys shall be prohibited in residential zoning districts, unless otherwise approved by the planning commission.
2. In commercial and industrial areas, adequate alleys shall be provided where the design requires.

I. Private Streets:

1. Private streets or alleys shall not be created or extended, except as approved by the planning commission, and existing ones shall, whenever practicable, be dedicated to the public. Private streets, when approved, shall be designed, constructed and inspected in accord with Section 7.3B and Site Plan and other applicable sections of these regulations.

**SECTION 6.1 INTERSECTIONS:**

- A. Angle of Intersection: The centerline of all streets shall intersect as nearly at a ninety (90) degree angle as possible, but in no case shall the angle of intersection be less than seventy-five (75) degrees or greater than one hundred five (105) degrees, unless a special modification is granted by the planning commission due to certain exceptional conditions.
- B. Centerline Offset of Adjacent Intersections: Where T-intersections are used, the following minimum centerline offsets of adjacent intersections shall be as follows:

<u>TYPE OF STREET</u>	<u>MINIMUM CENTERLINE OFFSET OF ADJACENT INTERSECTIONS IN FEET</u>
Local - Local	150
Local - Subcollector	150
Subcollector - Collector	150
Collector - Collector	200

- C. Corner Radii: Property lines at street intersections shall be provided from the same radius point necessary to establish the pavement radius. If because of certain exceptional conditions, a modification is granted permitting an angle of intersection less than seventy-five (75) degrees, or greater than one hundred five (105) degrees, then the minimum radii shall be increased or decreased, respectively.
- D. Centerline Grades Within Intersections: Maximum centerline grades within street intersections shall not exceed the grade for through streets, as identified in Table 1 of these regulations, depending on the type of street. The maximum grade of the centerline of the side streets intersecting with the gutter line of the through street shall not exceed four percent for a distance of not less than 75 feet from the center-line for local and subcollector streets and 150 feet for collector streets.
- E. Design Adjacent to Freeways, Expressways, Arterials or Collectors: The following principles shall be used in the design of subdivisions adjacent to freeways, expressways, or arterials:
1. Street Design shall have the purpose of making adjacent lots desirable by cushioning the impact of heavy traffic and of minimizing the interference with traffic on such thoroughfares.
  2. Collector, Subcollector, and Local streets shall not be permitted to intersect with freeways or expressways. The number of intersections with arterial streets shall be held to a minimum. Wherever practicable, such intersections shall be spaced not less than 600 feet apart. In the case of collector streets, intersections with said streets shall be spaced not less than four hundred (400) feet apart and access to driveways shall be spaced at intervals not less than 200 feet. At those access points where turning vehicles to and from the arterial and collector streets will affect the roadway capacity or safety, reserved turn lanes shall be required, wherever practical. Frontage or service roads shall be used when these spacing requirements cannot be met.
  3. Where frontage roads are not required, lots adjacent to such thoroughfares shall, when practical, be served and be accessible only by a street generally paralleling said thoroughfare or by a series of cul-de-sacs or loop streets extending towards said thoroughfare from an internal street system.

## **SECTION 6.2 EASEMENTS:**

- A. Utility Easements: Public utility easements at least Fifteen (15) feet in length width may be required along the front, rear, and sides of lots where needed for the accommodation of a public utility, drainage, or sanitary structures, or any combination of the foregoing. Where deemed necessary by the planning commission, an additional easement width shall be provided.
- B. Watercourses: The subdivider shall dedicate rights-of-way or provide easements for storm drainage purposes which conform substantially with the lines of any natural watercourses, channels, streams, or creeks which traverse the subdivision or for any new channel which is established to substitute for a natural watercourse, channel, stream, or creek. Such rights-of-way or easements shall be of a width which will provide for the maintenance needs of the channel as determined by the planning commission.

## **SECTION 6.3 PHYSICAL CONSIDERATIONS:**

- A. Natural Land Use: Wherever practicable, subdivisions shall be planned to take advantage of the natural topography of the land, to economize in the construction of drainage facilities, to reduce the amount of danger, to minimize destruction of trees and topsoil, and to preserve such natural features as watercourses, unusual rock formations, large trees, sites for historical significance, and other assets which, if preserved, will add attractiveness and value to the subdivision and the community.

## **SECTION 6.4 FLOOD HAZARDS:**

- A. Prohibition of Development in Areas Susceptible to Flooding: Land subject to flooding or otherwise uninhabitable shall not be platted for residential, commercial, or industrial uses or for any other use which may increase the danger of health, life, property, or aggravate erosion or flood hazards. Such land within the subdivision shall be set aside on the plat for such uses as will not be endangered by periodic or occasional inundation or will not result in conditions contrary to the public welfare (e.g., use as open space, extensive recreation use, conservation purposes).
- B. Areas of land adjacent to streams, rivers, or bodies of water which have a high degree of susceptibility to flooding shall be limited to development according to the following regulations, notwithstanding any other section of the zoning ordinance or any other ordinance adopted by the county.

1. The limits of the floodplain (areas subject to flooding during the occurrence of a 100 - year flood) and floodway pursuant to the Flood Insurance Study prepared by the Federal Emergency Management Agency. This study, along with any accompanying maps and other supporting data, and any revisions thereto are adopted by reference and declared to be a part of the zoning ordinance and these regulations.
2. Areas designated as susceptible to flooding during the occurrence of a 100 - year flood are further regulated by Article VII of these regulations.

Flood data pursuant to the Flood Insurance Study identify the elevation of the 100 - year flood level and the width of the floodway. Reference to mapping and other supporting data is necessary.

In the case of proposed subdivisions located along other tributaries or bodies of water not covered in this study, stormwater drainage systems are further regulated by Article VII of these regulations.

3. No person, city, county, or other political subdivision of the state shall commence filling of any area with earth, debris, or any other material, or raise the level of any area in any manner, or place a building, barrier, or obstruction of any sort on any area including making any alteration or relocation of a waterway located within the floodway which would result in any increase in flood levels during the occurrence of a 100 - year flood discharge. In those cases where a watercourse is to be altered or relocated, the flood carrying capacity of said portion of the waterway affected must be maintained. Plans and specifications for such work shall be submitted to the planning commission for review to determine if such encroachment will meet the requirements of these regulations. Said plans shall also be submitted to the Kentucky Department of Natural Resources & Environmental Protection, Division of Water Resources, and other applicable agencies, for their review and approval, where required.
4. All land outside the floodway of the bodies of water identifies in Subsection B.2. above but located within the floodplain, may be used for any purpose for which it is zoned, provided that:
  - a. Any new residential construction, including any expansion or substantial improvements of existing residential structures as herein defined, within said floodplain shall have the lowest floor elevated to or above the level of the 100 - year flood.



Electrical, heating, ventilation, plumbing, and air conditioning equipment, and other service facilities shall be designed and/or located so as to prevent water from entering or accumulating within the components during conditions of flooding. For all new construction and substantial improvements, fully enclosed areas below the lowest floor that are usable for parking of vehicles, building access, or storage in an area other than a basement, and which are subject to flooding, shall be designed to automatically equalize hydrostatic exit of floodwaters. Designs for meeting this requirement must be certified by a professional engineer or architect.

- b. Any new non - residential structures including any expansion or substantial improvements of non - residential structures within said floodplain, shall have the lowest floor elevated to or above the level of the 100 - year flood or together with attendant mechanical, utility and sanitary facilities shall be designed and floodproofed so that below the 100 - year flood level the structure is water tight with walls impermeable to the passage of water and with structural components having the capability of resisting hydrostatic and hydro - dynamic loads and effects of frequency certified by a professional engineer or architect. For all new construction and substantial improvement and elevated non - residential structures fully enclosed below the lowest floor that are usable solely for parking of vehicles, building access or storage in an area other than a basement and which are subject to flooding shall be designed to automatically equalize hydrostatic flood forces on exterior walls by allowing for the entry and exit of floodwaters. Designs for meeting this requirement must be certified by a professional engineer or architect.

- 5. All streets and utilities constructed to serve the subdivision to be located within the floodplain, but which are outside the floodway, shall be: (a) flood protected; (b) the land filled; or (c) any combination thereof, to a level of not less than the elevation of the 100-year flood level. Where the fill is partially within the floodplain, roadway access and utilities shall be provided from the "dry" side (areas located above the 100-year floodplain).

- C. Stream Easement: If a stream flows through, or is adjacent to, the proposed subdivision, the plat shall provide for a storm water easement or drainage right-of-way along the stream for a floodway of at least fifteen

(15) feet. For the smaller streams, the plat shall provide for channel improvement to enable them to carry all reasonable floods within banks. The floodway easement shall be wide enough to provide for future enlargement of the stream channels as adjacent areas become more highly developed and run-off rates are increased.

- D. Streets: Approval shall not be given for streets within a subdivision which would be subject to flooding. All streets must be located at elevations above a flood of a 100-year frequency in order that no portion of the subdivision would become isolated by floods, except that where a secondary access is provided which would be above a 100-year flood frequency. However, streets may be permitted in areas subject to flooding of a 100-year frequency provided said streets provide access to activities relating to rivers, streams, and recreational activities located along said areas.

#### **SECTION 6.5 BLOCKS:**

- A. Arrangement: The arrangement of blocks shall be such as to provide for convenient access, circulation, control and safety of street traffic. Blocks intended to be used for commercial or industrial purposes shall be designed specifically for such uses with space set aside for off-street parking and loading and/or unloading facilities as required by the applicable zoning ordinance.
- B. Length: Blocks should not exceed twelve hundred (1,200) feet, except where topographical or exceptional physical conditions exist.
- C. Width: The width of blocks should ordinarily be sufficient to allow for two (2) tiers of lots except for double frontage lots, as permitted in Section 6.6 of these regulations.

#### **SECTION 6.6 LOTS:**

- A. Conformance to Zoning: All lots shall conform to or exceed the requirements of the applicable zoning ordinance.
- B. Lot Frontage and Width:
  - 1. Arterial Street Frontage: No access onto an arterial street shall be permitted from abutting properties except as provided for in these regulations.
  - 2. Corner Lots: Corner lots shall have extra width to permit conformance to the minimum setback from the side street. In no

case shall a corner lot be so narrow that minimum zoning requirements cannot be met.

3. Double Frontage Lots: Lots shall not be laid out so that they have frontage onto more than one (1) street except: (a) when the lots are adjacent to the intersection of two (2) streets; or (b) when the rear of the lot faces an arterial, freeway, expressway, collector street, railroad right-of-way, etc., and the front of the lot faces onto another street.

C. Lot Depth:

1. Conformance to Zoning: Each lot shall conform to all requirements of the applicable zoning ordinance.
2. Extra Depth and Width in Certain Cases: Additional side yard and lot length as per the applicable zoning ordinance may be required where a lot in a subdivision abuts an industrial or commercially zoned area.

D. Useable Lots:

1. Building Lots: All subdivisions shall result in the creation of lots which are developable and capable of being built upon. No lots may be developed which create building sites which are impracticable to improve due to known problems related to soil conditions and geological formations and areas subject to flood prone conditions. (soil survey studies prepared by the U.S. Soil Conservation Service, Geological survey maps prepared by the U.S. Geological Survey, and flood prone information supplied by the U.S. Army Corps of Engineers and the U.S. Geological Survey).
2.
  - a. Strips, parcels, residuals, remnants or lot-splits: Except as herein provided, no remnants of property shall be left which do not conform to minimum lot requirements of the zoning district in which the property is located, or which are not required for a private or public utility purpose, or which are not accepted by the legislative body or fiscal court or any other appropriate public body for an appropriate use.
  - b. Strips, parcels, residuals or remnants of land surveyed for subdivision or record purposes which are less than minimum lot requirements of the zoning district and do not constitute a

devil or spite strip shall be labeled "Not for conveyance or building development by itself but for attachment to adjacent land in the same ownership".

- c. Divisions or remnants of land from parent tracts containing an existing residence or other use for occupancy served by on-site sewage disposal systems shall conform to minimum lot requirements in accord with Section 7.1, D for Individual On-Site Disposal Systems unless centralized sanitary sewer service is provided, where applicable.
- 3. Side Lot Lines: The side lot lines of all lots, whenever practicable, shall be at right angles to the street which the lot faces or radial to the center of curvature, if such street is curved. In the case of cul-de-sac on which the lot faces, side lot lines shall be as nearly radial to the center of the curvature of the cul-de-sac as practicable.

#### **SECTION 6.7 PEDESTRIAN WAYS:**

- A. Location: Where deemed necessary by the planning commission, pedestrian ways may be required to be constructed to schools, parks and other public facilities.

## Graphic